

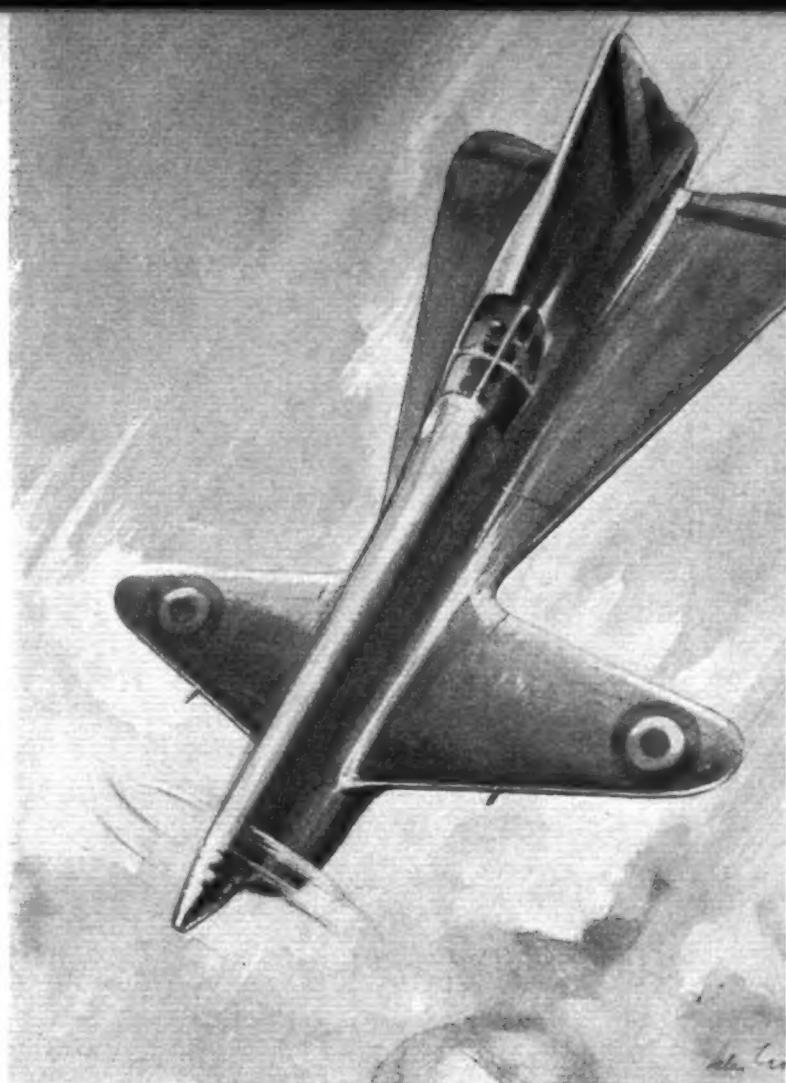
HERE and THERE

*New Bristol and Rolls-Royce Engines :
Douglas Factory for Australia? :
French and German Developments*

General Knowledge

THE modern airline pilot is expected to know a good deal which is not included in the syllabus for the Second Class Navigators' Certificate. A contributor to the B.A.L.P.A. Journal gives a long list of the sort of questions which are asked by passengers. We have picked out some of them:—

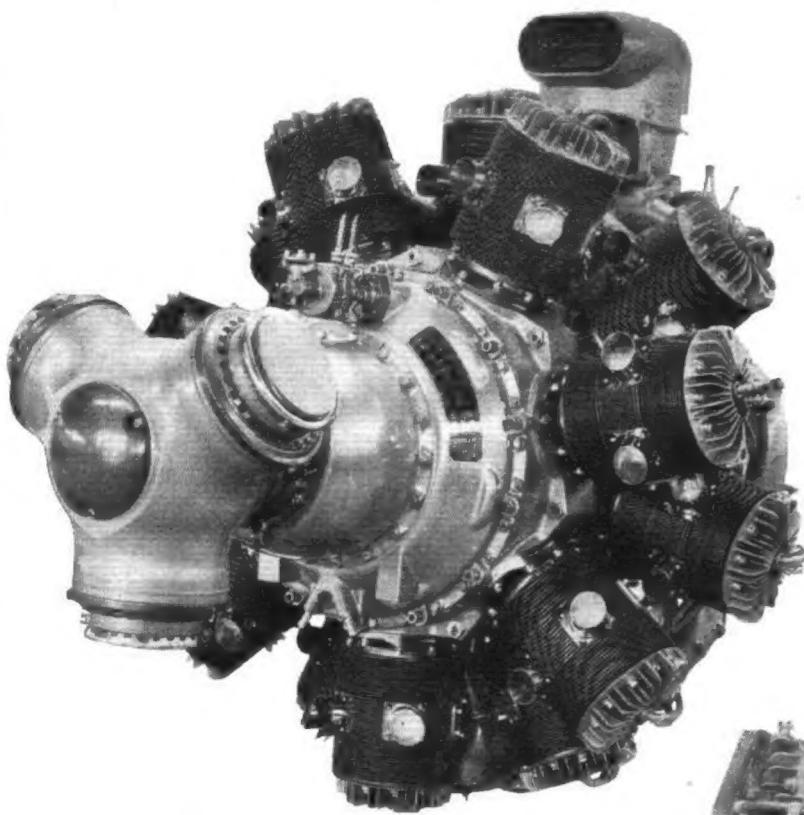
Can we get a bath at Juba?
Where is the best seat?
Do you take it in turns to fly?
Can you keep up on one engine?
How far away are we from Abyssinia?
Does your wife mind you flying?
Where do we see elephants?
Have you a radio?
Is it quite right for the wings to bend so much?
Is the waiter a Persian?
Can we go for a swim here?
When do we see the Arch of Ctesiphon?
I suppose you are not allowed to drop the mails overboard?
Do you have to put up two flags?
Don't you carry parachutes?



TANDEM SESQUIPLANE is perhaps the best description of this projected French Payen Fléchair single-seater fighter, which will have two 100 h.p. Salmson engines driving concentric airscrews. There is one main landing wheel under the fuselage and auxiliary skids at the tips of the "tailplane." The maximum speed at sea level on only 200 h.p. is estimated to be 285 m.p.h. and the landing speed 50 m.p.h.

Under-Secretary's Private Secretary

CAPTAIN H. H. BALFOUR, M.C., M.P., Parliamentary Under-Secretary of State for Air, has appointed Mr. N. V. Meeres to be his private secretary in succession to Mr. F. R. Howard.



A NOT-SO-MYTHICAL BULL has been scored by the Bristol Company with the new Taurus two-row sleeve-valve engine of over 1,000 h.p. This unit, which is being exhibited for the first time at the Paris Show, is only 46½ in. in diameter. A medium-supercharged version has completed a 100-hour endurance test and 50-hour flight testing and is now undergoing extensive overload tests. A fully supercharged model has also done its 100-hour endurance test and will shortly be fitted in a Bristol low-wing monoplane for a 200-hour reliability test. Crankshaft speeds are as high as 3,300 r.p.m.

